



**Department of Economic and
Development Services
Planning Division**

270 Montgomery Street, Woodburn, Oregon 97071 • (503) 982-5246

**PLANNING COMMISSION STAFF REPORT
PUBLIC HEARING**

Application Types	Type III Design Review
Application Numbers	DR 2014-02, VAR 2014-01
Project Description	The applicant requests a Design Review for five commercial buildings totaling 52,000 square feet of gross floor area, and a Variance to the requirement for a screening wall abutting residential development along Robin Avenue.
Project Location	3001 Newberg Highway, tax lot 052W12BC06600
Zoning	Commercial General (CG)
Property Owner	Master Development, LLC
Applicant	Schirmer Satre Group
Planner Assigned	Don Dolenc, Associate Planner
Application Received	August 12, 2014
Application Complete	October 13, 2014
120-Day Deadline	February 10, 2015
Date of Staff Report	October 16, 2014
Date of Public Hearing	October 23, 2014

RECOMMENDATION

Approval subject to the conditions on page 26 of this report.

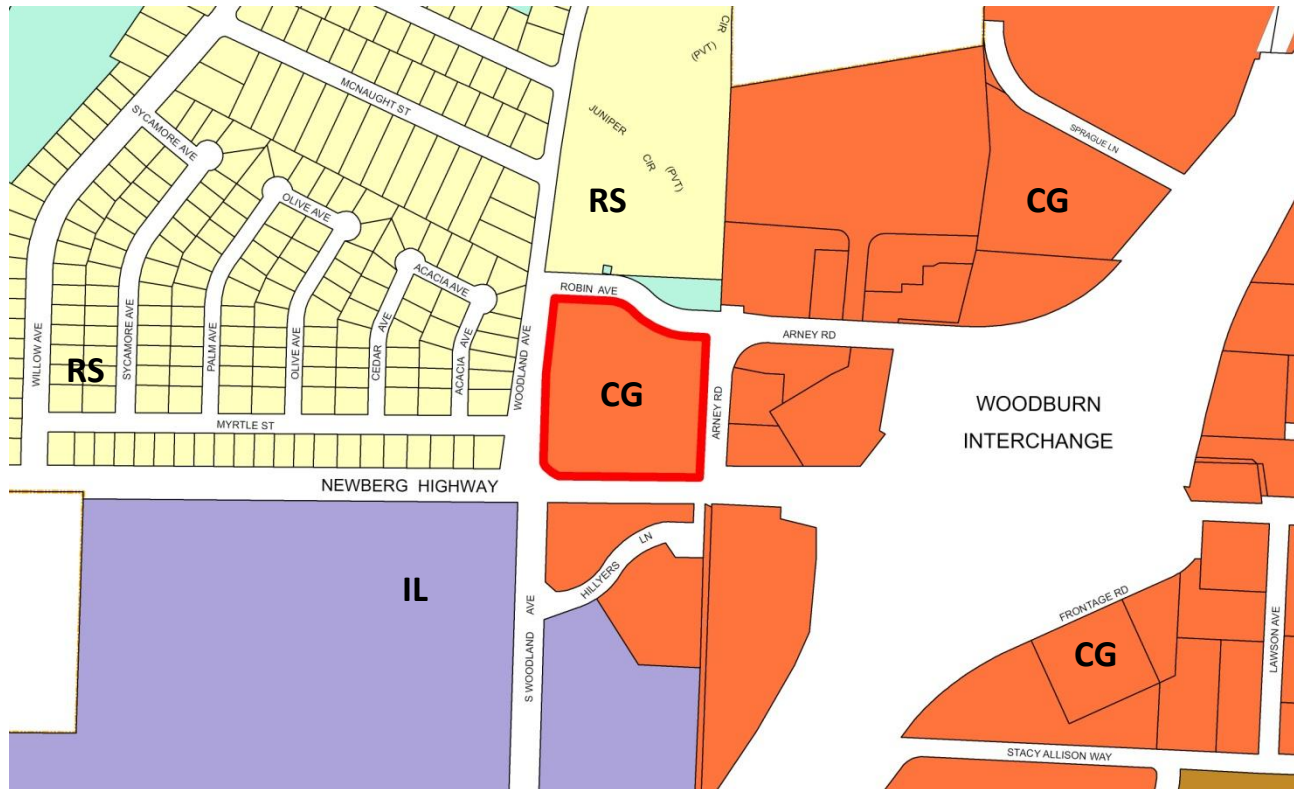
BACKGROUND AND PROPOSAL

The property was previously developed with an automobile dealership. A zoning restriction limiting the property to automotive sales was removed in 2013 by Ordinance 2499.

The applicant now requests a Type III Design Review for five retail and restaurant buildings totaling 52,000 square feet of gross floor area, and a Variance to the requirement for a screening wall abutting residential development along Robin Avenue. The property is zoned Commercial General (CG). Abutting properties are zoned Commercial General (CG), Light Industrial Park (IL), Public and Semi-Public (P/SP), and Single-Family Residential (RS).

APPROVAL CRITERIA

Applicable criteria from the Woodburn Development Ordinance (WDO) are Sections: 1.01, 1.02, 2.01, 2.03, 2.05, 3.01, 3.02, 3.03, 3.04, 3.05, 3.06, 3.07, 3.10, 4.01, and 5.03. Additional relevant criteria are the goals and policies of the Woodburn Comprehensive Plan, the accessible parking standards of Section 1104 of the Oregon Structural Specialty Code and ORS 447.233, and the standards of the Transportation System Plan (TSP).



Zoning Map with the Subject Property Outlined

ANALYSIS AND FINDINGS OF FACT

WDO 2.03 Commercial Zones

Findings: Table 2.03A lists the uses allowed in the CG zone. The uses identified at this time are retail and restaurant.

Uses Allowed in Commercial Zones Table 2.03A (excerpt)		
Use		Zone
Accessory Uses (A) Conditional Uses (CU) Permitted Uses (P) Special Permitted Uses (S) Specific Conditional Uses (SCU)		CG
B	Commercial Retail and Services	
21	Restaurants and drinking places	P
22	Retail trade offering goods and services directly to customers	P

Conclusion: The proposed uses are allowed on the subject property.

Findings: Table 2.03C lists development standards of the CG zone.

Commercial General (CG) - Site Development Standards Table 2.03C (excerpt)		
Lot Area, Minimum (square feet)		No minimum
Lot Width, Minimum (feet)		No minimum
Lot Depth, Minimum (feet)		No minimum
Street Frontage, Minimum (feet)		No minimum
Front Setback and Setback Abutting a Street, Minimum (feet)		5
Lot Coverage, Maximum		Not specified ²
Building Height, Maximum (feet)	Primary or accessory structure	70
	Features not used for habitation	100
2. Lot coverage is limited by setbacks, off-street parking, and landscaping requirements.		

Findings: Table 2.03C requires a setback of five feet abutting a street, and side and rear setbacks of zero or five feet. The site plan shows all buildings to be located at least five feet from all lot lines.

Conclusion: The proposed development is conforming with respect to setbacks.

Findings: Table 2.03C provides that the minimum building setback from a private access easement shall be five feet. The site plan shows no private access easement.

Conclusion: The proposed development complies with Table 2.03C, because there is no private access easement on the property.

Findings: Table 2.03C sets the maximum height of buildings at 70 feet. The elevation drawings shows the buildings have typical parapet heights of 26 feet, and maximum heights of approximately 45 feet.

Applicant's statement: The buildings will typically be one story and less than 70 feet tall.

Conclusion: The proposed development is conforming with respect to building height.

WDO 2.05.02***Interchange Management Area Overlay District***

Findings: Section 2.05.02.B states that the provisions of this Section apply to all Type II – V land use applications which propose to allow development that will generate more than 20 peak hour vehicle trips on parcels identified in Table 2.05A. The provisions of this Section apply to all properties within the boundary of the IMA.

Applicant's statement: The development site falls within the boundaries of Interchange Management Area however the map and tax lot are not specified in the Vehicle Trip Budget By Parcel Table 2.05A. The prior owner submitted a Zone Change Application and corresponding TPR Report created by Kittelson & Associates, Transportation Engineers. This report was approved as part of the Zone Change and sets a trip cap for future development of the site. See attached TPR from 2012 and new Traffic Report submitted as part of this application.

In summary, the old report set a trip cap and the new report analyzes the existing proposed uses indicates that the proposed development adheres to that trip cap.

Conclusions: The proposed development is not subject to the IMA trip budget, but is subject to other provisions of Section 2.05.02 – including the requirement for a Traffic Impact Analysis (TIA) and coordination with the Oregon Department of Transportation (ODOT).

Findings: Section 2.05.02.C establishes trip budgets for parcels listed in Table 2.05A. The subject property is not listed in Table 2.05A.

Conclusion: The proposed development is not subject to the IMA trip budget, since the property is not listed in Table 2.05A.

Findings: Section 2.05.02.D.1 requires a Traffic Impact Analysis (TIA) for all land use applications in the IMA. The application submittal included a Transportation Assessment Letter (Exhibit Y) that updated the TIA that was completed for the zone change application in 2012. The letter noted that “the current proposal for site development is less than that estimated previously” and concluded: “the trip generation of the proposed development is consistent with that previously analyzed for the site. Further, the following recommendations can help ensure acceptable operations at the site driveways:

- Implement the proposed striping modifications along Arney Road.
- All street trees and above ground utilities should be kept clear of the departure sight triangles and any landscaping be limited to low-lying groundcover at the site access points on both Arney Road and Robin Avenue.
- Implement the recommended site plan layout to ensure adequate queuing and circulation is provided on-site.”

Conclusion: The proposed development complies with Section 2.05.02.D.1, since it does not adversely impact the transportation system.

Findings: Section 2.05.02.D.2 requires that the Oregon Department of Transportation (ODOT) be notified in writing when the application is deemed complete, and be given at least 20 days to provide written comments to the City. The preliminary project drawings and narrative were mailed

to ODOT on August 15, 2014, together with an invitation to provide comments. As of the date of this staff report, ODOT has not provided comments.

Conclusion: The procedural requirements of Section 2.05.02.D.2 have been satisfied.

Findings: Section 2.05.02.G.1 provides that the proposed development shall not, in combination with other approved developments subject to this Section, exceed the IMA trip budget of 2,500 peak hour vehicle trips. The subject property is not listed in Table 2.05A.

Conclusion: The proposed development complies with Section 2.05.02.G.1, since the property is not listed in Table 2.05A and the overall trip budget is not exceeded.

Findings: Section 2.05.02.G.2 requires that peak hour vehicle trips generated by the proposed development shall not exceed the maximum peak hour vehicle trips specified in Table 2.05A for the subject parcel The subject property is not listed in Table 2.05A.

Conclusion: Section 2.05.02.G.2 does not apply to the proposed development, since the property is not listed in Table 2.05A.

Findings: Section 2.05.02.G.3 requires that Transportation Demand Management (TDM) measures shall be required to minimize peak hour vehicle trips and shall be subject to annual review by the City. The subject property is not listed in Table 2.05A.

Conclusion: Section 2.05.02.G.3 does not apply to the proposed development, since the property is not listed in Table 2.05A.

WDO 3.01 Streets

Findings: Section 3.01.02.A provides that no development shall be approved, or access permit issued, unless the internal streets, boundary streets and connecting streets are constructed to at least the minimum standards set forth in this Section, or are required to be so constructed as a condition of approval. As set forth below, the streets serving this development meet or will meet the minimum standards of this Section.

Applicant's statement: The 4 streets abutting this development site are currently under construction, or will be, as a result of ODOT planned improvements. All boundary streets and connecting streets will be improved to the minimum standards in this Section per ODOT's project. There are no internal streets on this development site.

Conclusion: The proposed development complies with Section 3.01.02.A.

Findings: Section 3.01.03.C provides that the minimum improvements for a Boundary Street shall be:

1. One paved 11-foot travel lane in each direction;
2. On-street parking on the side of the street abutting the development, if on-street parking is indicated in the TSP;

3. Curb on the side of the street abutting the development;
4. Drainage facilities on the side of the street abutting the development;
5. Street trees on the side of the street abutting the development; and
6. A sidewalk on the side of the street abutting the development.

Findings: Newberg Highway is a Boundary Street for the proposed development. Newberg Highway has a right-of-way dedication of at least 100 feet, and is currently being reconstructed as part of the I-5 interchange project.

Findings: Arney Road is a Boundary Street for the proposed development. The existing cross-section of Arney Road is a right-of-way dedication of at least 80 feet, and is currently being reconstructed as part of the I-5 interchange project.

Findings: Robin Avenue is a Boundary Street for the proposed development. The existing cross-section of Robin Avenue is a right-of-way dedication of at least 80 feet, improved with curb-tight sidewalks, bike lanes, travel lanes, and a center turn lane.

Findings: Woodland Avenue is a Boundary Street for the proposed development. The existing cross-section of Woodland Avenue is a right-of-way dedication of at least 90 feet, improved with sidewalks, travel lanes, median, and turn lanes. No on-street parking is allowed.

Conclusions: All abutting streets have the minimum improvements required of a Boundary Street. The proposed development complies with Section 3.01.03.C.

Findings: Section 3.01.04 provides that public streets under the jurisdiction of the City must comply with the cross-sections depicted. The cross-sections depicted in the WDO do not apply at intersections with turn lanes, or in transition areas. Newberg Highway is a Major Arterial and is an ODOT facility. Arney Road is a Service Collector and is currently an ODOT facility. (Arney Road will be transferred to City jurisdiction upon completion of the I-5 interchange project.) Robin Avenue is a Service Collector and is a City facility. Woodland Avenue is an Access Street and is a City facility.

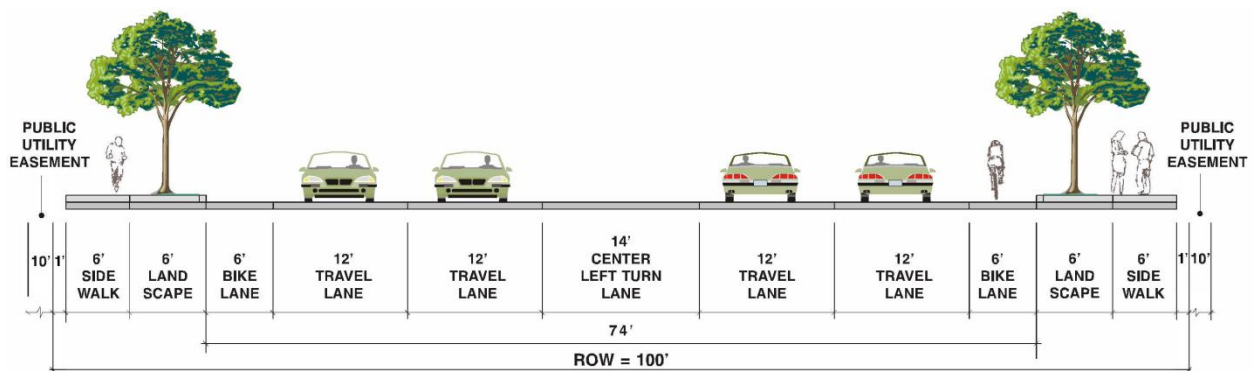


Figure 3.01B – Major Arterial

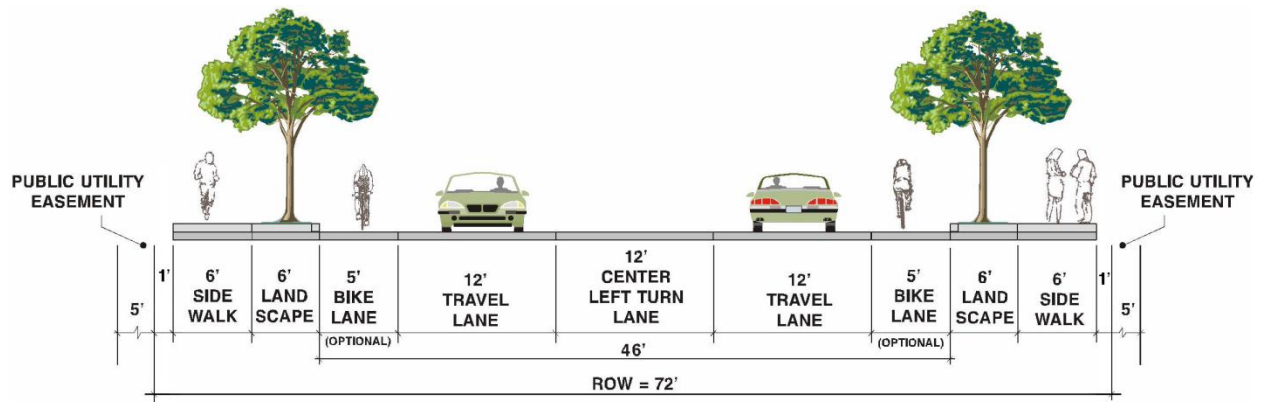


Figure 3.01D – Service Collector

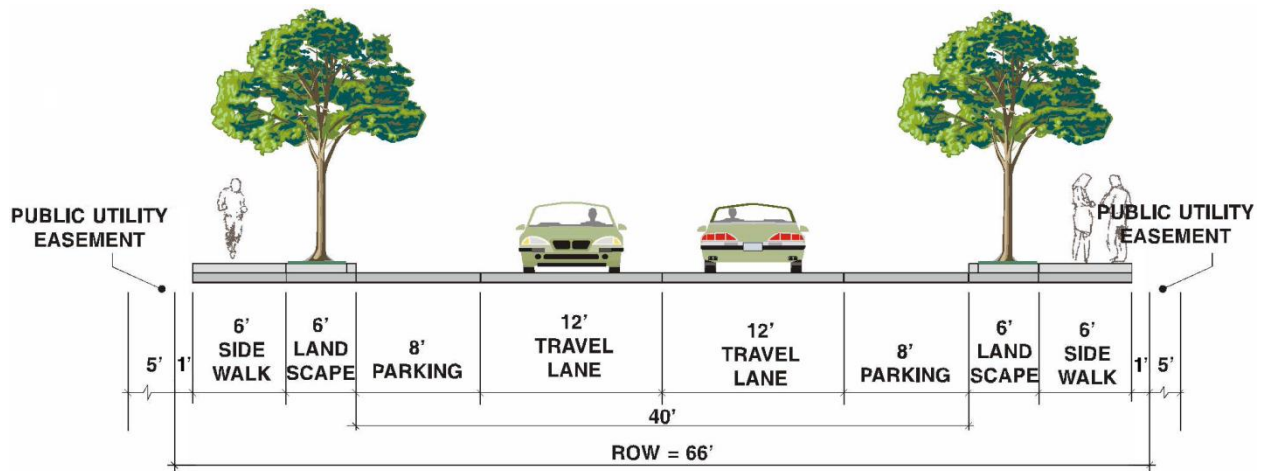


Figure 3.01E – Access Street / Commercial Street

Conclusions: As noted above, all streets have the right-of-way dedication and the minimum improvements required of a Boundary Street, and therefore comply with Section 3.01.04.

WDO 3.02 Utilities and Easements

Findings: Section 3.02.01.A requires dedication of specific easements for the construction and maintenance of municipal water, sewerage and storm drainage facilities. The Public Works Department has requested easements for internal public water and sewer mains under this provision.

Conclusions: The property owner must provide easements for all public utilities. This will be accomplished by a recorded document and verified during the building permit process.

Findings: Section 3.02.01.B requires a five foot public utility easement along each public street. Section 3.02.01.C authorizes the Director to require dedication of public utility easements as a condition of approval for development. The site plan shows a five foot public utility easements along the abutting streets, and public utility easements for internal public water and sewer mains.

Conclusions: The proposed development complies with Section 3.02.01.B.

Findings: Section 3.02.02 requires easements along creeks and other water courses. The property does not contain a water course. A tributary of Senecal Creek flows in a culvert under Arney Road.

Conclusion: The proposed development complies with Section 3.02.02 because there are no creeks or other water courses on the property.

Findings: Section 3.02.03 requires that public streets abutting a development be illuminated with street lights installed to the standards of the City and the electric utility. ODOT plans show street lights are to be installed along Newberg Highway as part of the I-5 interchange improvements. Arney Road, Robin Avenue, and Woodland Avenue are currently provided with street lights.

Conclusion: The proposed development complies with Section 3.02.03.

WDO 3.03 Setbacks and Open Space

Findings: Section 3.03 provides standards for setbacks, special setbacks for streets with less than adequate right-of-way dedication, projections into setbacks, and vision clearance areas. The site plan shows adequate right-of-way dedication, no projections into setbacks, and no encroachments into the vision clearance areas.

Conclusion: The proposed development complies with Section 3.03.

WDO 3.04 Vehicular Access

Findings: Section 3.04.01.A provides that every lot shall have direct access to an abutting public street or to a public street by an irrevocable access easement. The site plan shows direct access to Arney Road and Robin Avenue.

Conclusion: The proposed development complies with Section 3.04.01.A.

Findings: Section 3.04.01.B provides that a City permit shall be required for any new or modified vehicular access to a street that is under City jurisdiction. The project involves relocating the access points onto Arney Road and Robin Avenue.

Conclusion: A City access permit is required.

Findings: Section 3.04.02 requires drive-through lanes be a minimum of 12 feet wide and 50 feet long, with a minimum turn radius of 25 feet, and provided with a bypass lane with a minimum width of 8 feet. The site plan shows the drive-through meeting the minimum standards.

Conclusion: The proposed development complies with Section 3.04.02.

Findings: Section 3.04.03.C.1 provides that all uses on a lot shall have common or interconnected off-street parking and circulation facilities. The site plan shows interconnected parking and access for all buildings.

Conclusion: The proposed development complies with Section 3.04.03.C.1.

Findings: Section 3.04.05.A provides that a Traffic Impact Analysis (TIA) may be required by the Director prior to the approval of a City access permit. A traffic analysis was included in the submittal package.

Conclusion: The proposed development complies with Section 3.04.05.A.

Findings: Table 3.04A provides that the throat length of a driveway onto a Service Collector is a minimum of 50 feet. The site plan shows the nearest parking spaces to be more than 50 feet from Arney Road and Robin Avenue.

Conclusion: The proposed development complies with Table 3.04A with respect to throat length.

WDO 3.05 *Off-Street Parking and Loading*

Findings: Section 3.05.02.B provides that the off-street parking and loading areas shall either be:

1. Owned in fee title by the owner of the structure or site being served by the parking area, or
2. Subject to a parking agreement, to the satisfaction of the Director and recorded with the County Recorder.

The site plan shows that all required parking is located on the subject property.

Applicant's statement: The property is owned in fee title by the owner of the site.

Conclusion: The proposed development complies with Section 3.05.02.B.

Findings: Section 3.05.02.D.4 provides that off-street parking and storage shall be prohibited within a setback adjacent to a street, except behind a wall. Per Table 2.03C, the setback abutting a street is five feet.

Applicant's statement: The property is zoned CG (Commercial General) therefore all parking spaces are setback from the street right of way by a minimum of 5 feet.

Conclusions: The proposed development complies with Section 3.05.02.D.4.

Finding: Section 3.05.02.F requires that vehicle parking and loading areas be paved to the standards of Section 3.04.04.

Applicant's statement: Vehicle parking and loading areas will be paved with asphalt concrete.

Conclusions: The proposed development appears to comply with Section 3.05.02.F. Compliance will be verified during the building permit process.

Findings: Section 3.05.02.H requires that off-street parking spaces be constructed with wheel barriers that prevent vehicles from damaging structures, projecting over walkways so as to leave less than four feet of unobstructed passage, or projecting over access ways, abutting properties or

rights-of-way. The site plan shows that all parking spaces abutting walkways or landscaped areas are limited by wheel stops.

Conclusion: The proposed development complies with Section 3.05.02.H.

Findings: Section 3.05.02.I requires that off-street parking spaces be designed so that no backing or maneuvering within a public right-of-way is required. The site plan shows that all parking is accessed by means of on-site maneuvering aisles.

Applicant's statement: All maneuvering areas have been designed in compliance with Table 3.05C.

Conclusion: The proposed development complies with Section 3.05.02.I.

Findings: Section 3.05.02.J requires that all uses required to provide 20 or more off-street parking spaces must have directional markings or signs to control vehicle movement. The site plan shows directional pavement markings at the access points.

Conclusion: The proposed development complies with Section 3.05.02.J.

Findings: Section 3.05.02.K requires that off-street parking spaces be delineated by double parallel lines on each side of a space. The total width of the lines shall delineate a separation of two feet. Although the site plan delineates the parking spaces with a single line, a detail on the site plan shows double stripes.

Conclusions: The proposed development complies with Section 3.05.02.K. Compliance will be verified during the building permit process.

Findings: Section 3.05.02.L provides that illumination shall not shine or reflect onto residentially zoned property or a public street. For nonresidential uses:

1. Parking and loading areas should be illuminated at an average of 0.2 horizontal foot-candle at ground level (or 0.5 horizontal foot-candle if the applicant states that personal security or vandalism is a likely or severe problem), with a maximum uniformity ratio of 20:1 (maximum to minimum)
2. Entrance areas to the building should be illuminated at an average of 0.5 horizontal foot-candle at ground level (or 1.0 horizontal foot-candle if the applicant states that personal security or vandalism is a likely or severe problem), with a maximum uniformity ratio of 15:1 (maximum to minimum).

The photometric plan indicates an average illumination of 0.6 footcandles and a uniformity ratio of 72.0:1 (maximum to minimum). The uniformity ratio is distorted by a single luminaire at the southwest corner of the property. Excluding that one luminaire would result in a uniformity ration of approximately 20:1.

Conclusions: The proposed development substantially complies with Section 3.05.02.L.

Note: The proposed development must also comply with the State of Oregon's energy budget for outdoor lighting. This building code requirement will be verified during the permit process.

Findings: Table 3.05A gives the required off-street parking ratios.

Off-Street Parking Ratio Standards Table 3.05A (excerpt)	
Use	Parking Ratio - spaces per activity unit or square feet of gross floor area
COMMERCIAL / PUBLIC	
5. Food and drinking places	1/ 200 square feet
7. General retail sales (such as food and beverages, clothing, sporting goods, health and personal care items, and motor vehicle parts)	1/ 250 square feet

The site plan shows 41,957 square feet of retail and 9,650 square feet of restaurant use. A total of 216 spaces is required at the minimum parking ratio, and 266 spaces are provided.

Conclusion: The proposed development complies with Table 3.05A.

Findings: Section 3.05.03.A.2 provides that off-street parking spaces shall not exceed 2.0 times the amount required in Table 3.05A. The parking provided (266 spaces) is less than twice the minimum requirement (216 spaces).

Conclusion: The proposed development complies with Section 3.05.03.A.2.

Findings: Table 3.05A gives the required number of accessible parking spaces. Section 3.05.03.B provides that the accessible spaces shall be included as part of the total required vehicle parking spaces. The site plan shows nine van accessible spaces provided.

Accessible Parking Ratio Standards Table 3.05B			
Total Spaces	Minimum Total Accessible Spaces ¹	Minimum Van Accessible Spaces	Minimum “Wheelchair User Only” Spaces
201 to 300	7		1
1. “Van Accessible Spaces” and “Wheelchair User Only” are included in “Total Accessible Spaces.”			

Applicant’s statement: The total required accessible parking for the development site is found in Table 3.05B. The development site falls in the range of 201 – 300 parking spaces, therefore 7 accessible parking spaces are required. One of those accessible spaces is to be wheelchair only. Nine accessible spaces are shown on the Site Plan.

Conclusion: The proposed development complies with Table 3.05B.

Findings: Section 3.05.03.C provides that a maximum of 20 percent of the required vehicle parking spaces may be satisfied by compact vehicle parking spaces. The site plan shows 13 compact parking spaces.

Applicant's statement: The required spaces total 220. The proposed compact parking spaces total 12 or 5.5%, less than the maximum allowed. The compact spaces that are shown are compact in length only. They have all been designed to have the width (9') of a regular parking space.

Conclusion: The proposed development complies with Section 3.05.03.C.

Findings: Table 3.05C gives the required dimensions of parking spaces and drive aisles. The parking spaces shown on site plan are all 90° spaces. Standard spaces are called out as 9 feet wide by 19 feet long. Van-accessible spaces are called out as 9 feet wide by 19 feet long, with 8-foot accessible aisles. All two-way drive aisles are called out as 24 feet wide.

Parking Space and Drive Aisle Dimensions Table 3.05C (excerpt)							
Parking Angle	Type of Space	Stall Width (feet)	Curb Length (feet)	Stripe Length (feet)	Stall to Curb (feet)	Drive Aisle Width (feet)	
						1-way	2-way
A		B	C	D	E	F	G
90°	Standard or Accessible	9.0	9.0	19.0	19.0	24.0	24.0
	Compact	7.5	7.5	15.0	15.0	22.0	
	Car Accessible Aisle	6.0	6.0	19.0	19.0	24.0	
	Van Accessible Aisle	8.0	8.0	19.0	19.0		
<div>1. A parking space may occupy up to two feet of a landscaped area or walkway. At least four feet clear width of a walkway must be maintained.</div> <div>2. Space width is measured from the midpoint of the double stripe.</div> <div>3. Curb or wheel stops shall be utilized to prevent vehicles from encroaching on abutting properties or rights-of-way.</div> <div>4. The access aisle must be located on the passenger side of the parking space, except that two adjacent parking spaces may share a common access aisle.</div>							

Applicant's statement: As specified in Table 3.05C, all 90 degree standard or accessible spaces are 9' wide and 19' deep with a 24' drive aisle (since all drive aisles are 2 way). All 90 degree compact space are 15' deep with a 24 foot drive aisles. Different from the table the width of the compact space is still a generous 9' allowing for easier maneuvering in spite of the reduced stall depth.

Conclusion: The proposed development complies with Table 3.05C.

Findings: Section 3.05.03.E states that uses that are required to provide 10 or more off-street parking spaces and residential structures with four or more dwelling or living units shall provide a bicycle rack within 50 feet of the main building entrance. The number of required rack spaces shall

be one space per ten vehicle parking spaces, with a maximum of 20 rack spaces. The site plan shows that each building has four bike rack spaces, for a total of 20 spaces.

Applicant's statement: The total required parking space count is 220. The required bicycle parking is at a ratio of 1 per 10 parking spaces or 22 spaces. The bicycle parking has been dispersed throughout the site.

Conclusion: The proposed development complies with the 20 rack space maximum of Section 3.05.03.E.

Findings: Table 3.05D sets the minimum requirements for loading spaces. The buildings total approximately 52,000 gross square feet. The site plan shows six loading spaces, called out as 12 feet wide and 30 feet long, located in the drive aisles of the off-street parking area. Section 3.05.04.B requires that loading spaces and parking spaces be separate and distinct, except that if authorized through a land use decision, a parking area may be used for loading during those times when the vehicle parking area is not in use.

Loading Space Requirements Table 3.05D (excerpt)				
Use and Area (square feet)	Minimum Number of Spaces	Minimum Size of Space (feet)		
		Width	Length	Height
Nonresidential uses, except office, in the CG zone: 42,000 – 81,999	3	12	30	14

Conclusions: The proposed development complies with Table 3.05D. Approval of the Design Review would authorize the proposed location of the loading spaces in the off-street parking area.

Findings: Section 3.05.04.B provides that required loading spaces and required parking spaces shall be separate and distinct, except that if authorized through a land use decision, a parking area may be used for loading during those times when the vehicle parking area is not in use. All of the loading spaces are located in a required parking area.

Conclusion: The proposed development complies with Section 3.05.04.B, if authorized by the Planning Commission.

Findings: Section 3.05.05 allows reduced off-street parking requirements if a mix of daytime and nighttime or weekend uses is proposed. The applicant has not requested such a reduction.

Applicant's statement: None of the parking requirement is met through shared parking

Conclusion: The proposed development complies with Section 3.05.05.

WDO 3.06 Landscaping

Findings: Section 3.06.01.A provides that the landscaping requirements apply to the site area for all new or expanded non-residential development, parking and storage areas for equipment, materials and vehicles.

Conclusion: The provisions of Section 3.06.01.A apply to the proposed development and its related parking.

Findings: Section 3.06.02.B provides that all required landscaped areas be irrigated unless it is documented that the proposed landscaping does not require irrigation. The landscape plan (Exhibit W) notes that an irrigation system will be installed in all lawn and plant bed areas.

Conclusion: The proposed development complies with Section 3.06.02.B.

Findings: Section 3.06.02.C provides that all shrubs and ground cover shall be of a size upon installation so as to attain 80% of ground coverage within 3 years.

Applicant's statement: The majority of the shrubs will be installed in a 5 gallon size which will ensure 80% ground coverage in 3 years. Ornamental grasses and perennials are typically installed in 1 gallon size as they grow more quickly than shrubs and will easily attain coverage in 3 years.

Conclusion: The proposed development complies with Section 3.06.02.B.

Findings: Section 3.06.03.A requires one tree per every entire 50 feet of street frontage. Street trees along Major Arterials must be of a "large" species (60-120 feet high at maturity). Street trees along Service Collectors and Access Streets must be of a "medium" species (40-60 feet high at maturity). Newberg Highway is a Major Arterial, Arney Road and Robin Avenue are Service Collectors, and Woodland Avenue is an Access Street. The property has approximately 460 feet of frontage on Newberg Highway, 390 feet of frontage on Arney Road, 480 feet of frontage on Robin Avenue, and 500 feet of frontage on Woodland Avenue. ODOT's planting plan (Sheets GN-52 and GN-54) show four October Glory Red Maple (40-50 feet tall) on Newberg Highway. The landscape plans show an additional Village Green Zelkova (50-60 feet tall) and four tulip trees (70-100 feet tall) on Newberg Highway. The landscape plans show 2 Green Mountain Sugar Maples (40-60 feet tall), five existing trees and one Jacquemontii birch (30-40 feet high) on Arney Road, nine Green Mountain Sugar Maples (40-60 feet tall) and one existing tree on Robin Avenue, and one existing tree, five Village Green Zelkova (50-60 feet tall), and five Jacquemontii birch (30-40 feet high) on Woodland Avenue. The trees along Woodland Avenue are on the subject property, because the right-of-way is fully improved with traffic lanes and sidewalk extending to the property line.

Applicant's statement: The street frontage requires the installation of 36 trees. ODOT is installing four street trees and four existing street trees will remain. This project is proposing to install 27 street trees.

Conclusions: At least nine street trees are required along Newberg Highway, eight along Arney Road, ten along Robin Avenue, and ten along Woodland Avenue. The proposed development effectively complies with Section 3.06.03.A.

Findings: Table 3.06A sets the landscaping requirement for setbacks abutting a street. The property has approximately 460 feet of frontage on Newberg Highway, 350 feet of frontage on Arney Road (excluding the driveway), 435 feet of frontage on Robin Avenue (excluding the driveway), and 500 feet of frontage on Woodland Avenue. The applicant's narrative shows 160 plant units (PU) along Newberg Highway, 189 PU along Arney Road, 190 PU along Robin Avenue, and 233 PU along Woodland Avenue.

Planting Requirements Table 3.06A (excerpt)		
Location	Planting Density, Minimum	Area to be Landscaped, Minimum
Setbacks abutting a street	1 PU/15 square feet	Entire setback excluding driveways

Conclusions: The setback along Newberg Highway requires at least 153 plant units (PU) of landscaping material, the setback along Arney Road requires at least 117 PU, the setback along Robin Avenue requires at least 145 PU, and the setback along Woodland Avenue requires at least 167 PU. Landscaping is verified during the building permit process and before final occupancy. The proposed development complies with Table 3.06A with respect to landscaping abutting a street.

Findings: Table 3.06A sets the landscaping requirement for buffer yards, defined in Section 1.02 as yards improved with landscaping and/or screening to applicable standards of the Woodburn Development Ordinance, that are located between two land uses of differing character to minimize potential conflicts and to provide a more aesthetic environment. Abutting properties are zoned Commercial General (CG), Light Industrial Park (IL), Public and Semi-Public (P/SP), and Single-Family Residential (RS). The applicant has requested a variance from the requirement to provide screening abutting the RS zone and manufactured dwelling park across Robin Avenue.

Planting Requirements Table 3.06A (excerpt)		
Location	Planting Density, Minimum	Area to be Landscaped, Minimum
Buffer yards	1 PU/20 square feet	Entire yard excluding off-street parking and loading areas abutting a wall

Conclusions: The proposed development is commercial and is not "of differing character" from abutting commercial properties. The properties across Woodland Avenue have a comparable buffer wall as screening. The requested variance from the requirement to not provide screening along Robin Avenue would, in effect, make that frontage not subject to a buffer yard.

Findings: Table 3.06A sets the landscaping requirement for "other" yards – areas of the site that are not subject to other enumerated requirements. The landscape plans show all areas of the site not covered by buildings or parking are planted with living groundcover. Per Table 3.06B, lawn or other living groundcover has a Plant Unit value of 1 PU/50 square feet.

Planting Requirements Table 3.06A (excerpt)		
Location	Planting Density, Minimum	Area to be Landscaped, Minimum
Other yards	1 PU/50 square feet	Entire yard, excluding areas subject to more intensive landscaping requirements and off-street parking and loading areas

Conclusion: The proposed development complies with Table 3.06A with respect to other yards.

Findings: Table 3.06A sets the landscaping requirement for off-street parking areas. The applicant's narrative indicates 111,085 square feet of parking, loading, and circulation area. The narrative indicates 34 medium trees and 1,637 plant units of landscaping material (not including required trees). The parking area contains 266 spaces.

Planting Requirements Table 3.06A (excerpt)		
Location	Planting Density, Minimum	Area to be Landscaped, Minimum
Off-street parking and loading areas	<ul style="list-style-type: none"> • 1 small tree per 10 parking spaces; or ¹ • 1 medium tree per 15 parking spaces; or ¹ • 1 large tree per 25 parking spaces ¹ and • 1 PU/20 square feet excluding required trees ² 	<ul style="list-style-type: none"> • CG zones: 20% of the paved surface area for off-street parking, loading and circulation • Landscaping shall be within or immediately adjacent to paved areas
<ol style="list-style-type: none"> 1. Trees shall be located within off-street parking facilities, in proportion to the distribution of the parking spaces. 2. Required landscaping within 20 feet of parking, loading and circulation facilities may also be counted in calculating landscaping for off-street parking, loading and circulation areas. 		

Conclusions: The off-street parking and loading areas require at least 22,217 square feet of landscaping (within 20 feet of parking, loading and circulation areas), 1,110 PU of landscaping material and 18 medium trees. The proposed development complies with Table 3.06A with respect to landscaping within off-street parking facilities. Compliance with the approved landscaping plan is checked during the building permit process and verified before final occupancy.

Findings: Table 3.06A sets the screening requirement for uses in the CG zone. The single-family development to the west is screened by a concrete block wall on the west side of Woodland Avenue. The site plan does not show areas for outdoor storage.

Screening Requirements Table 3.06D (excerpt)					
W = Architectural wall required D = Architectural wall, fence, or hedge may be required in the Design Review process					
Adjacent properties – zone or use that receives the benefit of screening →					
Property being Developed – must provide screening if no comparable screening exists on abutting protected property ↓					
	RS zone	CG zone	IL zone	P/SP zone	Manufactured dwelling park
CG zone	W ²	D	D	D	W ²
Outdoor storage in CG zone	W ^{1,3}	W ^{1,3}	W ^{1,3}	W ^{1,3}	W ^{1,3}
Refuse and recycling collection facilities	W ²	W ²	W ²	W ²	W ²
1. Screening is only required from the view of abutting streets, parking lots, and residentially zoned property. Storage shall not exceed the height of the screening. 2. Six to seven feet in height 3. Six to nine feet in height					
General notes: 9. Screening is subject to height limitations for Vision Clearance Areas (Section 3.03.06) and adjacent to streets (Section 2.01.02). 10. No screening is required where a building wall abuts a property line. 11. Where a wall is required and is located more than two feet from the property line, the yard areas on the exterior of the wall shall be landscaped to a density of one PU per 20 square feet.					

Applicant's statement: The screening requirement when abutting P/PS and CG is for D which is architectural wall, fence or hedge. For much of the length of the P/PS zone (see Site Plan) a building wall is adjacent to the right of way (Building Pad C) effectively operating as a screening wall. There is extensive planting and trees between the P/PS zone and this building effectively softening the visual impact even further.

On the east boundary the wall of Building Pad C and Building Pad F abuts the right of way as well. For the remainder of the right of way, except for drive way openings, a hedge has been installed to create screening while at the same time complimenting the remainder of the proposed landscaping.

To the south the majority of the area adjacent to the right of way is occupied by building walls softened by extensive planting effectively creating the required screen.

To the west the property is zoned RS and the requirements are for an architectural wall 6' – 7' high. In this case the property across the street already has comparable screening in the form of a concrete masonry unit wall that is 8 feet tall. There for wall on the development site is not required. Additionally much of that west property line is also occupied by extensive building walls and plantings.

And finally, for approximately 175 at the northwest corner of the site the development site is across from property zone RS. That portion of the RS is the back yard of the existing manufactured home park and the driveway side of the nearest home. The closest home is 150 feet from the property, and south of that home are a large grove of site obscuring trees and a pump house.

In order to create some continuity with the hedge/screening adjacent to the P/PS zone to the east, and on this same side of the project, we proposed screening with plant materials that would be more appropriate.

Conclusions: The concrete block wall on the west side of Woodland Avenue provides comparable screening for the abutting single-family development to the west. The Planning Commission may require an architectural wall, fence, or hedge at the perimeter of the property along the eastern and southern boundaries (abutting CG and IL zones) as part of this Design Review. The Planning Commission may require an architectural wall, fence, or hedge at the perimeter of the property along the eastern portion of the northern boundary (abutting a P/SP zone) as part of this Design Review. This Design Review does not authorize outdoor storage. Refuse screening is verified during the building permit process and before final occupancy.

Conclusion: An architectural wall is required along the western portion of the northern property boundary (abutting an RS zone developed with a Manufactured Dwelling Park). The applicant has requested a variance to this provision. The variance request is analyzed later in this report.

Finding: Section 3.06.05.B requires a 42-inch vertical visual screen from the abutting street grade. Acceptable design techniques to provide the screening include plant materials, berms, architectural walls, and depressed grade for the parking area.

Applicant's statement: All parking areas abutting a street provide a 42" visual screen.

Conclusion: The proposed development complies with Section 3.06.05.B.

Finding: Section 3.06.07 regulates the removal of significant trees (defined in Section 1.02 as any existing, healthy tree 24 inches or more in diameter, measured five feet above ground level).

Applicant's statement: There are no trees on the development site that are 24" caliper and over.

Conclusion: The proposed development complies with Section 3.06.07 because there are no significant trees on the property.

WDO 3.07 Architectural Design

Finding: Section 3.07.06 contains the design guidelines applicable to development in the CG zone. Guidelines are not mandatory requirements, but are community norms that are at the discretion of the decision-maker.

Findings: Section 3.07.06.B.1 provides that building facades visible from streets and public parking areas should be articulated, in order to avoid the appearance of box-like structures with unbroken wall surfaces. The appearance of exterior walls should be enhanced by incorporating three-dimensional design features, including:

- a. Public doorways or passage ways through the building;
- b. Wall offsets or projections;
- c. Variation in building materials or textures; and
- d. Arcades, awnings, canopies or porches.

The floor plans show that all buildings are articulated at the building entrances and are composed of several different building materials.

Conclusion: The proposed development complies with the guidelines of Section 3.07.06.B.1.

Findings: Section 3.07.06.B.2.a provides that building exteriors should exhibit finishes and textures that reduce the visual monotony of bulky structures and large structural spaces. Building exteriors should enhance visual interest of wall surfaces and harmonize with the structural design.

All buildings feature a variety of finishes, materials, textures, and colors to provide visual interest.

Conclusion: The proposed development complies with the guidelines of Section 3.07.06.B.2.a.

Findings: Section 3.07.06.B.2.b(1) provides that at least 30% of the wall surface abutting a street should be glass. The elevation drawings show calculations demonstrating more than 30% glass in all building facades facing a street.

Applicant's statement: Architectural elevations abutting a street:

- First National Taphouse west and north wall
- Pad A and B west wall
- Pad C north and east wall
- Pad D and E south wall
- Pad F south and east wall

These elevations contain 30% glass.

Conclusion: The development complies with the guidelines of Section 3.07.06.B.2.b(1).

Findings: Section 3.07.06.B.2.b(2) provides that all walls visible from a street or public parking area should be surfaced with wood, brick, stone, designer block, or stucco, or with siding that has the appearance of wood lap siding.

The proposed buildings will be surfaced with a variety of finishes including stone, stucco, and wood lap siding.

Conclusion: The development complies with the guidelines of Section 3.07.06.B.2.b(2).

Findings: Section 3.07.06.B.2.b(3) provides that the use of plain concrete, plain concrete block, corrugated metal, plywood, T-111 and sheet composite siding as exterior finish materials for walls visible from a street or parking area should be avoided.

Plain concrete, corrugated metal (except as awning material), plywood, T-111, and sheet composite are not proposed as an exterior finish.

Conclusion: The development complies with the guidelines of Section 3.07.06.B.2.b(3).

Findings: Section 3.07.06.B.2.b(4) provides that the color of at least 90 percent of the wall, roof and

awning surface visible from a street or public parking area should be an “earth tone” color containing 10 parts or more of brown or a “tinted” color, containing 10 parts or more white.

The photographs included with this submittal as materials samples show earth tone colors.

Conclusion: The development complies with the guidelines of Section 3.07.06.B.2.b(4).

Findings: Section 3.07.06.B.2.b(5) provides that fluorescent, “day-glo,” or any similar bright color shall not be used on the building exterior. The photographs included with this submittal as materials samples do not show any bright colors.

Conclusion: The development complies with the guidelines of Section 3.07.06.B.2.b(5).

Findings: Section 3.07.06.B.3 provides that the roofline at the top of a structure should establish a distinctive top to the building, and that the roofline should not be flat or hold the same roof line over extended distances. Rather, the roofline should incorporate variations, such as:

- (1) Offsets or jogs in the plane of the roof;
- (2) Changes in the height of the exterior wall for flat roof buildings, including parapet walls with variations in elevation or cornices.

All buildings feature rooflines with distinctive towers and varied shapes.

Conclusion: The proposed development complies with the guidelines of Section 3.07.06.B.3.

Findings: Section 3.07.06.B.4 provides that all roof-mounted equipment, except solar collectors, should be screened from view.

The elevation drawings show no roof-mounted equipment.

Conclusions: The proposed development complies with the guidelines of Section 3.07.06.B.4. This provision is also routinely verified during the building permit process.

Findings: Section 3.07.06.B.5 provides that all building faces abutting a street or a public parking area should provide weather protection for pedestrians. Features to provide this protection should include:

- a. A continuous walkway, at least eight feet wide, along the face of the building utilizing a roof overhang, arcade, awnings or canopies
- b. Awnings and canopies that incorporate the following design features:
 - (1) Angled or curved surfaces facing a street or parking area
 - (2) A covering of fabric, or matte finish vinyl
 - (3) A constant color and pattern scheme for all buildings within the same development
 - (4) No internal back lighting.

The elevation drawings show awnings at the building entrances, but not continuously along the face of the buildings. Image F of the photos submitted as material samples shows metal awnings that do not appear wide enough to offer weather protection to pedestrians.

Conclusions: The proposed development does not fully comply with the guidelines of Section 3.07.06.B.5. The Commission may approve this project even though it does not comply with the guidelines, or may require compliance. The Commission should address this point in its deliberation or motion – either by acknowledging this deviation, or by requiring conformance with the guideline.

Findings: Section 3.07.06.B.6 provides that obstruction of existing solar collectors on abutting properties by site development should be minimized. No solar collectors on adjacent properties are apparent in recent aerial photos. Any solar collectors on adjacent properties would be separated from the proposed development by a right-of-way.

Conclusion: The proposed development complies with the guidelines of Section 3.07.06.B.6.

Findings: Section 3.07.06.C provides that building location and orientation should compliment abutting uses and development patterns, and that the maximum yard abutting a street should be 150 feet. All buildings are located near the perimeter of the property.

Conclusion: The proposed development complies with the guidelines of Section 3.07.06.C.

WDO 3.10 Signs

Findings: Table 3.10.10B sets forth the sign allowances for the property. The property is not within the Freeway Overlay (which allows increased area and height for pole signs). A pole and a monument sign have been authorized through the sign permitting process, but have not yet been installed.

Permanent Signs in the CG Zone Table 3.10.10B (excerpt)	
Pole Signs ¹	
Frontage	Elsewhere
300-599 feet	<ul style="list-style-type: none"> • Maximum 1 per single-tenant site or complex • Maximum 20 feet high • Maximum 50 square feet (single tenant) • Maximum 75 square feet (complex)
Monument Signs ¹	
Frontage	Allowance
300 feet or more	<ul style="list-style-type: none"> • Maximum 1 per single-tenant site or complex • Maximum 8 feet high • Maximum 100 square feet

Wall Signs	
<ul style="list-style-type: none"> • Minimum 20 square feet • Maximum 6 percent of facade or 200 square feet, whichever is less • Allowance increases by 50 percent if the wall is more than 200 feet from the public right-of-way 	
<ol style="list-style-type: none"> 1. A monument sign may not be established on the same frontage as a pole sign. 2. Changing image is allowed on freestanding signs only, up to 50 percent of the total sign area. 3. Externally or internally illuminated signs – except internally illuminated awnings – are allowed. 	

Applicant's statement: Signs locations will be approved through a sign permit and meet Woodburn Sign Code requirements. Schematic locations have been shown on the Site Plan pending approval through the sign permit process and planning approval.

Conclusion: No signs are authorized by this Design Review.

WDO 5.03.02 Design Review, Type III

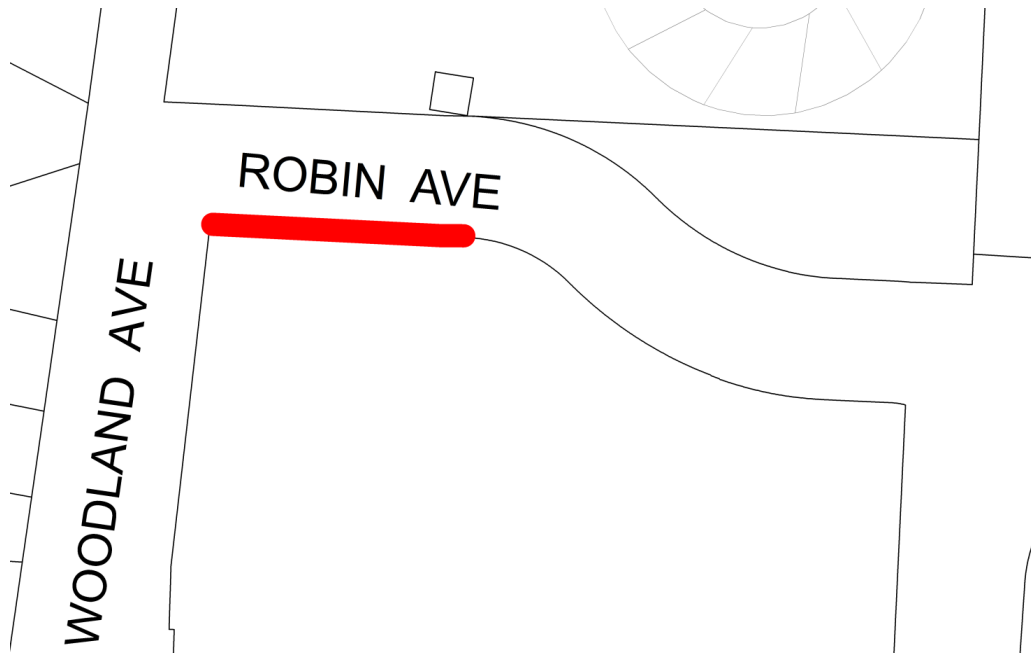
Findings: Section 5.03.02.B.3 requires a Type III Design Review for structures greater than 2,000 square feet in the CG zone. The application is for five retail and restaurant buildings totaling 52,000 square feet of gross floor area.

Conclusion: The application complies with Section 5.03.02.B.3.

WDO 5.03.12 Variance

Table 3.06D requires screening between adjacent uses.

Screening Requirements Table 3.06D (excerpt)		
W = Architectural wall required		
Adjacent properties – zone or use that receives the benefit of screening →	RS zone	Manufactured dwelling park
Property being Developed – must provide screening if no comparable screening exists on abutting protected property ↓		
CG zone	W ²	W ²
2. Six to seven feet in height		



Location of Required Screening Wall

Section 5.03.12.B provides that a variance from development standards may be granted when strict adherence to the WDO standards is not possible, or imposes an excessive burden on the property owner, and when variance to the standards will not unreasonably impact adjacent existing or potential uses or development. The applicant has requested a variance to eliminate the required screening wall along the portion of Robin Avenue abutting residentially-zoned property and a manufactured dwelling park.

Applicant's statement: "Strict adherence to the standards of this ordinance is not possible for the majority of the length of the area where the architectural wall is required. Site distance standards for safe egress from the property, (as per the Transportation Assessment letter by Kittelson & Associates, Inc. Page 7, submitted with the Design Review III application) recommend that for a certain area there can be no site obstructions taller than 30 inches. See Site Plan Sheet L3.0. A site distance line has been indicated on the drawing. It is measured from a point 14½ feet back to a place in the center of the oncoming lane.

Due to the horizontal curvature of Robin Avenue along the north site frontage, it is important to ensure that there is an adequate departure sight triangle for the northbound left and right turn exiting lanes. The departure sight triangle for each movement is shown in Figure 2. To ensure the maximum amount of intersection sight distance for these two movements, it is recommended that all street trees and above ground utilities be kept clear of the departure sight triangles and that any landscaping be limited to low lying ground cover.

Relaxing the standards for requiring the architectural wall will have a positive impact on both the development on the site and the adjacent properties. The architecture of the proposed building, located in the area that would require the wall, is an attractive building. The facade facing the residential area (as well as the other 3 facades) has a variety of elements that make it pleasing to look at, to include but not limited to:

- 30% glass
- A variety of high quality materials (stone, wood, stucco, steel, etc.)

- Building articulation (both horizontally and vertically)
- Architectural lighting, accents and highlights

That side of the building acts as a more attractive wall than the required wall as it is integrated into the building and doesn't stand out as a separate element in the landscaping acting as a barrier to the site instead of an amenity to the site.

In addition to the architecture, there is landscaping and the addition of large scale street trees. This landscaping is carried throughout the development site and helps tie the site together on a visual level. Maintaining this landscaping across the entire north boundary, without interrupting it with a 6' – 7' wall, will bring more continuity to the view of the north side of the property and be more aesthetically pleasing than a stand-alone masonry wall found nowhere else on the 5 acre development site."

Section 5.03.12.C lists five factors to be used as a guide to deliberate the application:

Section 5.03.12.C.1: The variance is necessary to prevent unnecessary hardship relating to the land or structure, which would cause the property to be unbuildable by application of this ordinance.

Factors to consider in determining whether hardship exists include:

- a. Physical circumstances over which the applicant has no control related to the piece of property involved that distinguish it from other land in the zone, including, but not limited to, lot size, shape, and topography.
- b. Whether reasonable use, similar to other properties, can be made of the property without the variance.
- c. Whether the hardship was created by the person requesting the variance.

Applicant's statement: "The shape of the land is part of the equation when understanding why approving the variance would be appropriate. Safety standards for site distance lines (see Site Plan Sheet L3.0) on Robin Avenue indicate that at the posted speeds the safe distance for cars leaving the site and being able to see cars approaching from the west is as shown on the plan. Because of the shape of the north side of the land the site distance line cuts through the site where the 6' – 7' architectural wall might have been."

Findings: The subject property is similar in size, shape, and topography to other parcels in the CG zone. The parcel abuts existing commercial and residential development.

Section 5.03.12.C.2: Development consistent with the request will not be materially injurious to adjacent properties. Factors to be considered in determining whether development consistent with the variance is materially injurious include, but are not limited to:

- a. Physical impacts such development will have because of the variance, such as visual, noise, traffic and drainage, erosion and landslide hazards;
- b. Incremental impacts occurring as a result of the proposed variance.

Applicant's statement: "The elimination of the requirement for an architectural wall will allow the architecture of the building to be seen as well as allow for continuity of landscaping across the entire north frontage. As shown on the air photo, the nearest building in the manufactured home park is 150 feet away and across a right of way. The residentially zone property also has mature vegetation which obscures some of the view into the development site. See Attachment D: View Looking North.

There are no apparent negative impacts as a result of this variance. Only positive results as discussed above. Therefore there should not be any incremental impacts as well. The vegetation will mature over time and only serve to make the view into the site more appealing. The attractive architecture serves to screen the adjacent property from the parking lot which is seen as a positive outcome.”

Findings: The property is essentially flat. Elimination of the screening wall would have no impact on traffic, drainage, erosion and landslide hazards. Elimination of the screening wall would have some visual and noise impacts. The visual and noise impacts on abutting residential development are anticipated to be minor.

Section 5.03.12.C.3: Existing physical and natural systems, such as, but not limited to, traffic, drainage, dramatic land forms or parks will not be adversely affected because of the variance.

Applicant’s statement: “There will be no negative impacts or adverse effects as a result of the relaxing of this standard. The attractive architecture serve as a more aesthetically pleasing wall than a 6’ – 7’ stand alone wall in the landscape.”

Findings: The requested variance would not change the elevation, slope, or soil composition of the property. There are no dramatic land forms nearby. Burlingham Park, the nearest public park, is approximately 850 feet away.

Section 5.03.12.C.4: The variance is the minimum deviation necessary to make reasonable economic use of the property.

Applicant’s statement: “This factor is not a consideration.”

Findings: The applicant has requested the complete elimination of the screening wall.

Section 5.03.12.C.5: The variance does not conflict with the Woodburn Comprehensive Plan.

Applicant’s statement: “This variance does not conflict with the Woodburn Comprehensive Plan.”

Findings: The property is zoned Commercial General (CG) and is designated Commercial on the Comprehensive Plan Map. The proposed use of the property is commercial. The Comprehensive Plan and the WDO contemplate and provide for variances.

Conclusions: The property is not “unbuildable by application of the WDO.” The requested variance would not alter existing patterns of traffic, drainage or other physical or natural systems, or be materially injurious to adjacent properties. The requested variance does not conflict with the Woodburn Comprehensive Plan.

Overall Conclusion

The proposed development meets or can meet the requirements of the Woodburn Development Ordinance with appropriate conditions of approval. The Commission's deliberation or motion should recognize that the project does not fully comply with the weather protection guideline of Section 3.07.06.B.5 – either by acknowledging this deviation, or by requiring conformance with the guideline.

Staff Recommendation

The Planning Division recommends approval of cases DR 2014-02 and VAR 2014-01, subject to the following conditions of approval:

1. The property owner shall execute an acceptance of these conditions of approval.
2. The property shall be developed in substantial conformity to the preliminary plans (Exhibits A through BB), except as modified by these conditions of approval.
3. Prior to issuance of a building permit, the property owner shall provide easements for all public utilities, in accordance with Section 3.02.01.A.

EXHIBITS

Exhibit “A”	Cover sheet, Sheet L1.0, dated 10-13-14
Exhibit “B”	Existing Conditions, Sheet L2.0, dated 10-7-14
Exhibit “C”	Site Plan, Sheet L3.0, dated 10-13-14
Exhibit “D”	Water Distribution and Sanitary Sewer Plan, Sheet C1.0, dated 10-13-14
Exhibit “E”	Stormwater and Grading Plan, Sheet C2.0, dated 10-7-14
Exhibit “F”	Floor Plan: Buildings A and B, Sheet A1.1, dated 10-6-14
Exhibit “G”	Architectural Elevations: Buildings A and B, Sheet A1.2, dated 10-6-14
Exhibit “H”	Architectural Elevations: Buildings A and B, Sheet A1.3, dated 10-6-14
Exhibit “I”	Floor Plan: Building C, Sheet A2.1, dated 10-6-14
Exhibit “J”	Architectural Elevations: Building C, Sheet A2.2, dated 10-6-14
Exhibit “K”	Architectural Elevations: Building C, Sheet A2.3, dated 10-6-14
Exhibit “L”	Floor Plan: Buildings D and E, Sheet A3.1, dated 10-6-14
Exhibit “M”	Architectural Elevations: Buildings D and E, Sheet A3.2, dated 10-6-14
Exhibit “N”	Architectural Elevations: Buildings D and E, Sheet A3.3, dated 10-6-14
Exhibit “O”	Floor Plan: Building F, Sheet A4.1, dated 10-6-14
Exhibit “P”	Architectural Elevations: Building F, Sheet A4.2, dated 10-6-14
Exhibit “Q”	Architectural Elevations: Building F, Sheet A4.3, dated 10-6-14
Exhibit “R”	Floor Plan: First National Taphouse, Sheet A5.1, dated 10-6-14
Exhibit “S”	Architectural Elevations: First National Taphouse, Sheet A5.2, dated 10-6-14
Exhibit “T”	Architectural Elevations: First National Taphouse, Sheet A5.3, dated 10-6-14
Exhibit “U”	Plant Notes, Legend, List, Sheet L4.0, dated 10-7-14
Exhibit “V”	Planting Plan, Sheet L4.1, dated 10-7-14
Exhibit “W”	Planting Plan, Sheet L4.2, dated 10-7-14
Exhibit “X”	Applicant’s Design Review narrative, dated 8-11-14 and revised 10-7-14
Exhibit “Y”	Transportation Assessment Letter, dated 8-6-14
Exhibit “Z”	Applicant’s Variance narrative, dated 10-7-14
Exhibit “AA”	Photometric schedules, dated 9-27-14
Exhibit “BB”	Photometric Plan, dated 9-29-14

The exhibits have not been included in the printed version of the staff report because they are large drawings that do not reduce legibly, or because they are many pages long. Full-size copies are available at City Hall, 270 Montgomery Street.

The electronic version of the staff report contains all exhibits.